



# M.M.A.F.A.

The official news letter of the Malta Model Aircraft Flying Association Ta Qali  
Website <http://www.mmafa.eu>

Issue 2/2014  
February

## From the President

### AGM 2014

As you all know a new committee has been elected during the last AGM held on 17th Jan 2014 at the Coastline Hotel. Two motions to amend the statute were submitted, one by Mr L.Dalmas and the other by Mr M.Curmi, both of which obtained the two thirds majority and were approved.

### The newly elected committee members for 2014 are as follows:

Martin D Mifsud	Hon President
Michael Curmi	Hon Vice President
Stephen Galea	Hon Secretary
Mario Micallef	Hon Treasurer
Josef Gatt	Public Relations
Wayne Galea	Site Administrator
Ronald Carbonaro	Flight Safety/Instruction Coordinator



For those of you who maybe only know me by sight, I have been a member of the MMAFA since 1987 and also served on committees before. I promise to do my utmost to earn your trust.

I urge all my fellow members to help me run a smooth year by co-operating and giving a helping hand where ever needed. We welcome all members to come forward with constructive ideas to improve our club and facilities.

Your committee is already hard at work preparing plans and activities for this year, especially **the main objective to save our site**. In this regard I count on the support of each and everyone of you. I am privileged to be working along side a committee of experienced and long serving Colleagues. We will try to do our very best, with your help. In it's first news letter, your committee is sharing with you it's first important decisions which affect each and everyone of us. We urge you to take note. Finally we are pleased to unveil our restored club logo. Many happy landings.

Your sincerely,

Martin.

## AVVIZ IMPORTANTI GHAL-MEMBRI KOLLHA

Hbieb membri,

Nirreferu ghal-kazijiet li graw fil passat ta' tilwim serju bejn xi membri. Issa hassejna li wasal iz-zmien li dan il- kumitat ihares il-quddiem u jesprimi ruhu bi qbil unanimu u minghajr tlaqliq kif gej:

**Insostnu li fil-futur jkun x'ikun il-kaz , minhabba' xi nuqqas ta' ftehim li jista' jkun hemm, ikun x'ikun l'argument, jew ghandu min ghandu ragun, il-partijiet m'ghandom QATT jaslu f'dan l'estrem li jew jitghajru personali fil-berah u bi kliem hazin u theddid jew ghar min hekk, jigu fl-idejn.**

**Dawn ix-xenati assolutament mhemx posthom fil-klabb taghna.**

**Min jidirlu li huwa il-fuq mir-regoli u lis-statut tal-klabb, u l-ligi civili u ipprova jharbat f'haqqa ta'ghajn l' ghaqda ta' bejnietha ser jerfa' l-konsegwenzi hu.**

**Inwissu li jekk xi hadd jibqa' jwebbes rasu u jidirlu li jista' xorta wahda jipprova jiehu il-ligi f'idejh jew bi kliem hazin u theddid jew bil vjolenza fisika il-kumitat ma jibqalu ebda ghazla ghajr li minnufih jitlob l'ghajjnuna tal-Pulizija ha jiehu il-kaz f'idejhom.**

Ahna nafu li fid – dinja nghixu u nuqqas ta' ftehim ser jinqala' min zmien ghal –iehor imma b'rieda tajba min-kulhadd u minghajr kliem zejzed jew tixwix li-jwegga' naslu dejjem. Ir-rispett reciproku ghandu jibqa' dejjem u nheggu il-partijiet jzommu il-kalma u jiftiehm u bejniethom jew fejn hemm bzonn jitolbu l-ghajjnuna tal-kumitat sabiex tinstab soluzjoni bil-kalma biex naslu ghal-ftehim.

Is-“site” taghna huwa post miftuh ghall pubbliku u min jzurna (bil-familji u t-fal) jista' jasal ghall konklusjoni zbaljata (ghad detriment tal-membri kollha) li tesisti biss il-ligi tal-jungla minflok nies civilizzati u maturi li suppost qed jgawdu il-passatemp tagh-hom.

F'gieh dawk kollha li qabilna stinkaw kemm felhu sabiex ahna ngawdu warajhom dan il-hobby sabih, nerga inheggu l-membri taghna biex jirriflettu li lkoll kemm ahna irridu nerfu ir- responsabbilta' flimkiem u ngathu ezempju tajjed sabiex lil-MMAFA tibqa tesisti u ngawdu l-hobby. “All for one and one for all”

Jekk nibqghu' nwebbsu rashna ser nitilfu ahna lkoll flimkien hbieb, jekk mhux illum, ghada zgur..... l-ghazla f'idejna.

Insellmulkom.

Il- Kumitat taghkom.

## IMPORTANT NOTICE TO ALL MEMBERS

Dear Members,

We refer to cases of conflict which have occurred between some members in the past. This committee now feels that the time has come to unanimously declare and clarify its position without any reservations on this issue as follows:

**We insist that in future, whatever the issue arising as a result of possible misunderstandings, whatever the argument, and no matter who is right or wrong, the members involved must NEVER allow matters to escalate to the point of verbal abuse, threats or even worse, physical violence.**

**There is no place in our Association for such totally unacceptable behavior.**

**Whoever thinks that they are above the Club statute and rules and moreover above the law will only have themselves to blame for the consequences of their actions.**

**We hereby warn that if anyone persists in behaving in this manner and attempts to take the law into their own hands, either with verbal abuse and threatening behavior or worse physical violence, this committee will be left with no choice but to ask the Police to intervene.**

We live in the real world and misunderstandings will arise from time to time, however, with good will from both sides and without resorting to provocation or worse, an amicable solution can always be found. Mutual respect is the cornerstone and in such cases we urge both sides not to let tempers flare, to keep calm and try hard to reach an agreement. If necessary seek the guidance of the committee to resolve the issue as correct procedure dictates.

Our flying site is open to the Public and our guests or the general public who visit with their families and children may as a result of these actions assume (wrongly) that the 'law of the jungle' rules to our detriment rather than a place where members come to enjoy their hobby in a civilized and friendly atmosphere.

Let us all do our utmost to preserve that which all those before us built up and spared no effort and personal sacrifice for us to enjoy the excellent facilities we have today (and our obligation to keep in trust for future generations) . "All for one and one for all".

Please bear in mind that the rash action of just one or two can result in a loss for the whole membership. It is now up to us.

Kind regards,

Your Committee.

## FLYING POSITION

The committee has noted the current confusion in the selection of flying positions at the flying site. We have a situation where the flying position is being chosen according to individual preference and sometimes in disregard to other pilots already flying their models on the field. It is the intention of this committee that fixed flying points which would offer appropriate protection to the pilots will eventually be established on the runway. Nevertheless consideration had to be given to a number of limitations such as the avoidance of no fly zones, the dangers of flying into the sun, avoidance of crossing the runway and the possibility of relocating on the opposite side of the runway. However, probably the major hurdle is the inability of some pilots to continuously fly their models in front of them (LH and RH turns irrespective of the position). Such difficulties may need to be addressed through special one-to-one training but would naturally require the co-operation of all involved. We encourage these pilots to start practising as soon as possible as developments around our site sooner or later may not allow them to continue flying (control line style) anyway. The committee has unanimously agreed that further in depth assessment needs to take place especially in the light of future developments around our site. Therefore until further notice the committee directs that flyers should position themselves either on one side of the runway or the other according to the already established positions as dictated by wind direction. – south wind use flying point at the north side of the runway closer to the pits, north wind at the southern part of the runway either near the end of the taxiway or on the other side (Mdina side) of the runway. If any pilot feels uncomfortable with the flyers' position at the time (example facing Mdina) he should delay flying for a few minutes until the other pilots land after which he is free to cross to the preferred side of the runway and he will then have priority and so on and so forth.

**All flyers should - without exception- maintain a common (grouped) position with other pilots already flying on the runway. The pilot(s) already flying have priority and pilots wishing to fly must group themselves next to these pilots. In the interest of personal safety it is absolutely prohibited for pilots to operate models from opposite sides of the runway at the same time.**

### Members are reminded:

Pilots should always exercise caution when taking off to make sure that they are absolutely clear of other pilots on the field. Pilots taking off should ensure that there is ample clearance between the direction of take-off and other flyers to avoid taking off towards other flyers. **No take-off should be done in the direction of other flyers.** Exercise utmost care when crossing the runway (call out your intentions loud and clear).

In all cases **OVERFLYING THE PIT AREA AND THE GRASS FORECOURT IS STRICTLY PROHIBITED.**

**NB. These rules also apply to HELICOPTER pilots during their allotted time slot.**

## **PROPOSED CALENDAR OF EVENTS 2014**

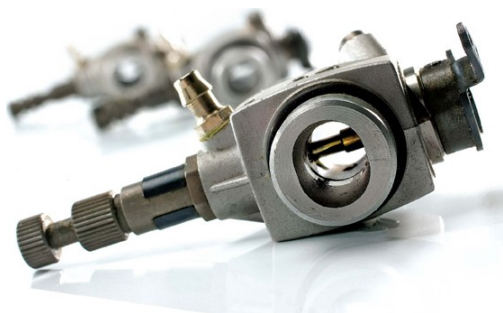
<b>Saturday 22 February</b>	<b>Fun Fly</b>
<b>Monday 31 March</b>	<b>Scale Meet</b>
<b>Saturday 19 April</b>	<b>Jet Meet</b>
<b>Friday 24 May</b>	<b>Fun Fly</b>
<b>Monday 8 September</b>	<b>John Earland Scale</b>
<b>Saturday 20 September</b>	<b>Unlimited Event</b>
<b>October **</b>	<b>Wings Over Ta'Qali</b>
<b>Saturday 22 November</b>	<b>Multiplex Aerobatic</b>
<b>Saturday 6 December</b>	<b>Helicopter Event</b>

**(We are open to suggestions)**

**\*\* Wings Over Ta'Qali date to be announced later**

**Social events will be announced at later date**

## Modeling tips/Technical Corner



The old saying, takeoffs are optional, but landings are mandatory, certainly applies to RC pilots. But if your engine is not properly adjusted, the landing pattern and touchdown can be a very iffy proposition. Two-stroke glow engines must have a solid and reliable idle; it's even more important than all-out top-end rpm. Let's examine the basics and see what can affect your engine's performance.

### THE BASICS

The carburetor is the part of the engine where fuel is mixed with air before it enters the engine case. The air passes through the opening at the top of the carburetor and enters the venturi, a long tapered tube that speeds up the airflow into the engine. The increase in air velocity causes a drop in pressure, which draws the fuel from the tank. In the middle of the venturi (at the low-pressure zone) is a brass tube assembly called the spray bar. The fuel passes through the spray-bar jet and then mixes with the incoming air.

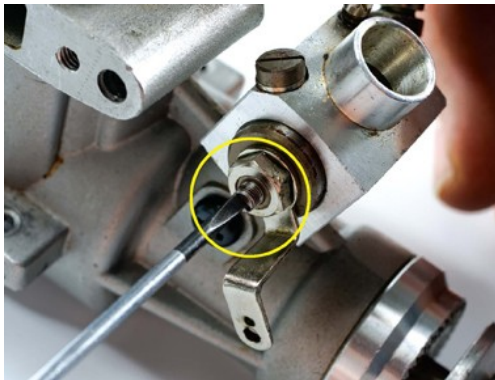
The air portion of the air/fuel mixture is regulated by the large aluminum barrel that rotates to increase and decrease the size of the intake hole. The flow of fuel is adjusted by one or two needle valves at one or both ends of the spray bar.

Older 2-stroke engines (and many 4-strokes) have a single high-end needle valve to adjust the mixture at full throttle and a small air-bleed hole in the front of the carburetor to adjust the idle mixture. As the throttle barrel closes, it opens the air-bleed hole to the venturi. A small idle-mixture screw meters the amount of air entering the carburetor. Opening the air-bleed hole lets more air in and leans the idle mixture, and closing it lets less air in to richen the mixture.

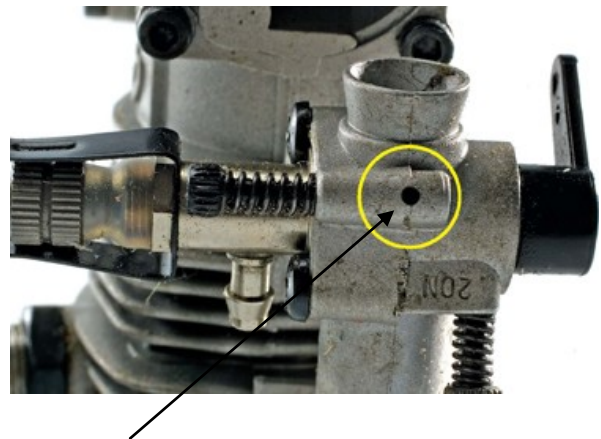
Two-needle carburetors (as the name implies) are equipped with two needle valves, one for the high-end mixture adjustment, and a secondary low-end needle valve (sometimes referred to as the low-speed needle) to adjust the idle mixture. When you turn the high-end needle clockwise (screwing it in), it leans the mixture by restricting the amount of fuel that enters the carburetor. Turning it counterclockwise (unscrewing it) richens the mixture by allowing more fuel to flow. Usually, the low-end needle is smaller than the high-end needle, and in some cases, you'll need a fine-tip

screwdriver to adjust the idle mixture because it is recessed into the center of the throttle arm. When you turn the low-end needle clockwise, it richens the idle mixture, and turning it counterclockwise makes the mixture lean.

When the throttle barrel is closed, it also moves laterally, which in turn moves the low-end needle gradually into the fixed spray bar, thus leaning the idle mixture. Of the two types of carburetor, the two-needle type is more sensitive to adjustments and provides faster throttle response through the midrange.



**To adjust the low-end needle valve, you have to use a fine tip screwdriver. For safety's sake, be sure to stop the engine before you adjust it.**



**With a single-needle carb, there is a small air-bleed hole in the front for the low-end idle mixture. You adjust the mixture screw to open and close the hole to adjust amount of air that enters the carb at low throttle settings.**

#### **OTHER CONSIDERATIONS**

Besides the mechanical differences between single-needle and two-needle carburetors, other things can affect your engine's performance. Very often a poor engine idle can be traced to one or more of the following:

- The fuel system setup.
- The distance from the fuel tank to the engine.
- The vertical position of the fuel tank relative to the carburetor's spray bar.
- The propeller size and pitch.  
The type of glow plug.

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